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GREEN LINE RESERVATIONS, SUBWAYS & VIADUCT

- 1887 Beacon Street Reservation for street cars in Brighton and Brookline opened. Authorized by Chapter 18, Acts of 1887.
- Board of Subway Commissioners created by legislature and authorized construction of Boston Subway (later called Tremont Street Subway) from Pleasant Street (now Broadway) to Scollay Square (now Government Center).
- 1894 Boston Transit Commission created with authority to construct subways, tunnels and bridges.

Boston Elevated Railway incorporated.

Commonwealth Avenue Reservation for street cars opened from Governor Square (later called Kenmore Square) to Cottage Farm Bridge (later called Boston University Bridge). Authorized by Chapter 324, Acts of 1894.

- 1895 Commonwealth Avenue Reservation for street cars extended to Brighton Avenue (Packard's Corner). Authorized by Chapter 324, Acts of 1894.
- 1896 Commonwealth Avenue Reservation for street cars opened from Chestnut Hill Avenue to Newton line. Authorized by Chapter 324, Acts of 1894.

Huntington Avenue Reservation for street cars opened from Copley Square to Tremont Street (Brigham Circle), Authorized by Chapter 324, Acts of 1894.

1897 Boston Subway (later called Tremont Street Subway) opened from the Public Garden at Church Street and Pleasant Street (now Broadway) to Park Street including Pleasant Street Station, Boylston Street Station and Park Street Station. Authorized by Chapter 548, Acts of 1894 and built by the Boston Transit Commission.

Boston Elevated Railway took possession of the West End Street Railway.

- Extension of Tremont Street Subway opened from Park Street to North Station Loop via Tremont Street., Scollay Square, Cornhill, Adams Square, North Washington Street, Hanover Street, Haymarket Square and land between Haverhill and Canal Streets, with Scollay/Brattle Station, Adams Square Station, Haymarket Station and North Station. Authorized by Chapter 548, Acts of 1894 and built by the Boston Transit Commission.
- 1900 Commonwealth Avenue Reservation for street cars opened connecting the former reservations from Brighton Avenue to Chestnut Hill Avenue. Authorized by Chapter 324, Acts of 1894.



- Lievated trains started using two tracks of the Tremont Street Subway from North Station to Pleasant Street. Surface car lines from the south looped at Park Street Station and those from the north looped at Brattle or Adams-Square Stations.
- 1907 Riverbank Subway along Charles River Embankment authorized by legislature Never built.
- 1908 Tremont Street Subway reverted to surface car use exclusively with the opening of the Washington Street Tunnel.
- 1911 Shuttle Station built at North Station West.
- 1912 East Cambridge Viaduct opened from North Station to Lechmere Square via North Station West, Causeway Street, Lowell Street, Leverett Circle, Charles River Dam, railroad land abutting Bridge Street and over Bridge Street (now O'Brien Highway). Authorized by Chapter 548, Acts of 1894 and Chapter 520, Acts of 1906. Built by Boston Elevated Railway.
- Boylston Street Subway opened originally from an incline on Commonwealth Avenue at Kenmore Street, east of Governor Square (now Kenmore Square) to Boylston Street Station via Charlesgate, Newbury Street, Massachusetts Station, Boylston Street, Copley Station and Boylston Street. Authorized by Chapter 741, Acts of 1911 and built by Boston Transit Commission.

Public Garden incline of Tremont Street Subway filled in.

- 1915 Park Street Station of Tremont Street Subway enlarged by Boston Transit Commission.
- 1919 Massachusetts Avenue Surface Station of Boylston Street Subway opened. Built by Boston Transit Commission.
- 1921 Arlington Station on Boylston Street Subway opened.
 Built by Boston Transit Commission.
- 1922 Lechmere Station opened. Built by Boston Elevated Railway.

West End Street Railway consolidated with Boston Elevated Railway in accordance with Chapter 740, Acts of 1917.

- 1932 Boylston Street Subway extended to Beacon Street at St. Mary's Street and to Commonwealth Avenue near Blandford Street including Kenmore Station. Built by Boston Transit Department.
- 1936 Park Street Station on Tremont Street Subway enlarged and sub-passageway built by Boston Transit Department.



https://archive.org/details/historyofsubways00mass

1941 Public Garden entrance to Tremont Street Subway closed.

Huntington Avenue Subway opened from Boylston Street Subway to Opera Place via Exeter Street, Huntington Avenue, Mechanics Station (now Prudential Station), Massachusetts Station (now Symphony Station), and incline at Opera Place. Authorized by Chapter 366, Acts of 1933 as amended and Chapter 395, Acts of 1938.

- 1943 Kenmore Station Busway opened on Boylston Street Subway.
- 1947 Metropolitan Transit Authority created and absorbed the Boston Elevated Railway.
- 1949 Boston Transit Department absorbed by the Metropolitan Transit-Authority.

All subways and tunnels in Boston turned over to the Metropolitan Transit Authority by the Legislature.

- 1955 Science Park Station opened on East Cambridge Viaduct.
 Built by Metropolitan Transit Authority.
- Highland Branch opened from the existing tunnel at Beacon and Maitland Streets to Riverside Terminal in Newton via the former B & A railroad right-of-way, with Park Drive Station (now Fenway Park Station) Longwood Station, Brookline Village Station, Brookline Hills Station, Beaconsfield Station, Reservoir Station, Chestnut Hill Station, Newton Center Station, Newton Highlands Station, Eliot Station, Waban Station, Woodland Station, Riverside Station and Shops. Built by Metropolitan Transit Authority.
- 1963 Scollay Square Station renamed Government Center Station.

Massachusetts Station Upper Level closed.

1964 Massachusetts Bay Transportation Authority created and absorbed the Metropolitan Transit Authority.

Pedestrian Underpass opened from new shelter on west side of Massachusetts Avenue to Massachusetts Station.

Mechanic's Station on Boylston Street Subway changed to Prudential Station.

Tremont Street Subway between Tremont Street and Washington Street at Hanover Street opened with new loop and Government Center Station.

Tremont Street Subway under Cornhill and North Wash-ington Street abandoned, including Adams Square Station.

1965 Massachusetts Station on Boylston Street Subway changed to Auditorium Station.



.1957	Arlington	Street	Station	modernization	completed.
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- 1970 Kenmore Station modernization completed, North Station Entrance at Causeway Street re-opened.
- 1971 New entrance and busway at Haymarket Station opened.
- 1979 Huntington Avenue Reservation closed for reconstruction due to realignment of Huntington Avenue.
- 1980 Huntington Avenue Reservation re-opened.

Commonwealth Avenue Reservation shut down for renewal of trackwork and landings from the portal at Blandford Street to Brighton Avenue and from west of . Warren and Kelton Streets to Lake Street.

1981 Commonwealth Avenue line re-opened.

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ORANGE LINE ELEVATED, TUNNEL & EXTENSIONS

Boston Transit Commission created with authority to construct subways, tunnels and bridges.

Boston Elevated Railway incorporated.

Roxbury Division Elevated line opened from Dudley Station to Tremont St. Subway via Washington St., Northampton St. Station, Dover St. Station, Castle St, land between Porter & Kirkland Sts., Pleasant St. Station and Pleasant St. incline. Built by Boston Elevated Railway.

Charlestown Division Elevated line opened to Sullivan Sq. Station via the incline from Tremont St. Subway, North Station, Causeway St., Keany Sq., Charlestown Bridge, City Square Station and Main St. Built by Boston Elevated Railway.

Elevated trains started using two tracks of the Tremont St. Subway from Pleasant St. to North Station. Alterations to the subway and stations, including wooden platforms for the elevated trains were made by the Boston Elevated Railway. Authorized by Chapter 500, Acts of 1897.

Tremont St. Subway cars from the south looped at Park St. Station and those from the north looped at Brattle or Adams Station.

Atlantic Ave. Elevated line opened from the Roxbury Division to North Station via Motte St., Harrison Ave., Beach St., Beach St. Station, South Station, Atlantic Ave., Rowes Wharf Sta., State St. Station, Battery St. Station, Commercial St., Keany Sq. and Causeway St.

- Thompson Sq. Station opened. Built by Boston Elevated Railway.
- 1908 Washington St. Tunnel opened with stations at Boylston-Essex, Winter-Summer, Milk-State and Friend-Union. Authorized by Chapter 534, Acts of 1902 and built by the Boston Transit Commission.

Elevated connection made between Motte St. and Washington St. Tunnel South incline by way of lands between Ash St. and Washington St.

Pleasant St. Station abandoned and Tremont St. Subway reverted to surface car use exclusively.

Temporary shuttle station built at North Station by Boston Elevated Railway.

1909 Forest Hills Extension of the elevated completed, Dudley Station to Forest Hills Station via Washington St. and Egleston Sq. Station. Built by Boston Elevated Railway.



- 1912 Green St. Station opened on Forest Hills Extension. Built by Boston Elevated Railway.
- 1919 Everett Extension of the elevated completed from Sullivan Sq. Station to Everett Station via Alford St., Malden Bridge & Broadway. Built by Boston Elevated Railway.
- 1923 Forest Hills Elevated carhouse and Storage Yard completed by Boston Elevated Railway.
- 1924 Everett Shops completed for elevated trains. Bartlett St./Guild St. Shops closed.
- 1938 Atlantic Ave. Elevated closed to service.
- Atlantic Ave. Elevated structure removed from Washington & Motte Sts. to Charter St. Authorized by Chapter 482, Acts of 1939.
- Metropolitan Transit Authority created and absorbed the Boston Elevated Railway.
- Boston Transit Department absorbed by the Metropolitan Transit Authority.
 - All subways and tunnels in Boston turned over to the MetropolitannTransit Authority by the Legislature.
- 1955 Atlantic Ave. Elevated structure removed from Charter St. to Commercial St. at Keany Sq.
- Massachusetts Bay Transportation Authority created and absorbed the Metropolitan Transit Authority.
 - Station names changed Boylston/Essex to Essex, Winter/ Summer to Washington, Milk/State to State, Union/Friend to Haymarket.
- 1973 Mystic River rapid transit and railroad bridge between Somerville and Medford completed.
- Haymarket North Rapid Transit opened from Haymarket Station to Malden Center including new North Station, tunnel under Charles River, Community College Station, new Sullivan Sq. Station, bridge over Mystic River, Wellington Station, Wellington Shops & Malden Center Station.
 - Charlestown Division Elevated and Everett Extension torn down, including City Sq. Station, Thompson Sq. Station, Sullivan Sq. Station & Shops and Everett Station.
- 1977 Oak Grove Station opened.
- 1978 Modernization of Washington Station Concourse between Orange and Red Lines completed.



RED LINE SUBWAY. ELEVATED, TUNNEL & EXTENSIONS

- Boston Transit Commission created with authority to construct subways, tunnels and bridges.
 - Boston Elevated Railway incorporated.
- 1912 Cambridge Subway opened from Eliot Yard & Stadium Station in Cambridge toward Boston via Harvard Sq. Station, Massachusetts Ave., Central Station, Main St. and Kendall Station. Built by Boston Elevated Railway.

Tracks laid in a reservation on Cambridge Bridge (now Longfellow Bridge) by Boston Elevated Railway.

Elevated connection built between Cambridge Bridge and Grove St. Boston by Boston Elevated Railway.

Beacon Hill Tunnel (Cambridge Connection) opened from Grove St. to Park St. including Park St. Under Station. Authorized by Chapter 520, Acts of 1906 and built by the Boston Transit Commission.

- Dorchester Tunnel opened Park St. Under Station to Washington St. Station via under Winter St. Authorized by Chapter 741, Acts of 1911 and built by Boston Transit Commission.
- 1916 Dorchester Tunnel opened Washington St. Station to South Station Under in Summer St. Authorized by Chapter 741, Acts of 1911 and built by Boston Transit Commission.
- Dorchester Tunnel opened South Station Under to Broadway Station, South Boston via Fort Point Channel and Dorchester Ave. Authorized by Chapter 741, Acts of 1911 and built by Boston Transit Commission.
- Dorchester Tunnel opened from Broadway Station to Andrew Station under Dorchester Ave. Authorized by Chapter 741, Acts of 1911 and built by Boston Transit Commission.
- 1919 Broadway Surface Station opened.
- 1920 Cambridge Subway in Cambridge and elevated connection on Boston side of Cambridge sold to the Commonwealth of Massachusetts.
- Dorchester Rapid Transit opened Andrew Station to Fields Corner Station via under Boston St., right-of-way of N.Y., N.H. and H. RR, Columbia Station, Savin Hill Station, N.H. RR to Harrison Sq. and Shawmut Branch. Built by Boston Transit Department.
- Dorchester Rapid Transit opened from Fields Corner Station to Ashmont Station via right-of-way of N.Y., N.H., and H. RR and covered section with sidewalls and roof including



Shawmut Station	from	Park	St.	to	Ashmont	Station	and
Codman Yard.							

- High Speed Trolley line opened from Ashmont Station to Mattapan Station via N.Y., N.H. and H. RR right-of-way, Cedar Grove Station, Butler St. Station, bridge over Neponset River, Milton Station, Central Ave. Station, Valley Rd. Station, Capen St. Station and storage at Mattapan Yard. Purchase of right-of-way by City of Boston and construction by Boston Transit Department.
- 1931 Butler St. Station opened.
- 1932 Charles St. Station opened. Built by Mass. Dept. of Public Utilities.
- 1947 Metropolitan Transit Authority created and absorbed the Boston Elevated Railway.
- Boston Transit Department absorbed by the Metropolitan Transit Authority.
 - All subways and tunnels in Boston turned over to the Metropolitan Transit Authority by the Legislature.
- 1964 Massachusetts Bay Transportation Authority created and absorbed the Metropolitan Transit Authority.
- 1971 South Shore Rapid Transit opened from an interchange with the Dorchester Rapid Transit north of Columbia Station to Quincy Center via the Penn Central right-of-way, Neponset River Bridge, North Quincy Station, Wollaston Station and Quincy Center Station.
- 1974 Cabot Transportation Center in South Boston completed.
- 1976 Ashmont Station modernization completed.
- 1979 Temporary Harvard/Brattle Station opened.
- 1980 Braintree Extension opened from Quincy Center to Caddigan Yard including Quincy Adams Station and Braintree Station.
- 1981 Harvard/Holyoke Station opened.



BLUE LINE TUNNELS AND EXTENSIONS

- Boston Transit Commission created with authority to construct subways, tunnels and bridges.
 - Boston Elevated Railway incorporated.
- East Boston Tunnel opened for use of street cars from Court St. Station at Scollay Sq. to Maverick Square. Built under Court St., State St., Long Wharf, Boston Harbor & Lewis St. including Old State House Station (later named Devonshire Sta.) and Atlantic Ave. Station. A pedestrian passageway connected Court St. Station with Scollay Sq. Station of the Tremont St. Subway and a bridge connected the Atlantic Ave. Sta. headhouse with State: St. Station of the Atlantic Ave. elevated line. Authorized by Chapter 500, Acts of 1897 and built by the Boston Transit Commission.
- 1914 Court St. Station abandoned.
- 1916 First East Boston Tunnel Extension for street cars opened from under Tremont St. Subway, Scollay Sq. and Cambridge St. to Bowdoin Sq. with Scollay Under Station and Bowdoin Station. Authorized by Chapter 741, Acts of 1911 and built by the Boston Transit Commission.
- 1924 Maverick Sq. Station, Loop & Shops opened. Built by Boston Transit Department.
 - Street car service changed to third rail trains by raising platforms.
- 1947 Metropolitan Transit Authority created and absorbed the Boston Elevated Railway.
- 1948 New Entrance & exit opened at Atlantic Ave. Station. Elevators and headhouse removed from middle of State Street.
- Boston Transit Department absorbed by the Metropolitan Transit Authority.
 - All subways and tunnels in Boston turned over to the M.T.A. by the Legislature.
- Second East Boston Tunnel Extension opened from Maverick Station to Orient Heights including Airport Station, Day Sq. Station (now Wood Island Sta.), Orient Heights Station and shops at Orient Heights. Built by Boston Transit Department and Metropolitan Transit Authority.
 - Suffolk Downs Station opened.
- Revere Extension opened from Orient Heights to Wonderland with Beachmont Station, Revere Beach Station and Wonderland Station.





















































